

SYSTEM **P**LANNING & **A**NALYSIS **R**EPORT

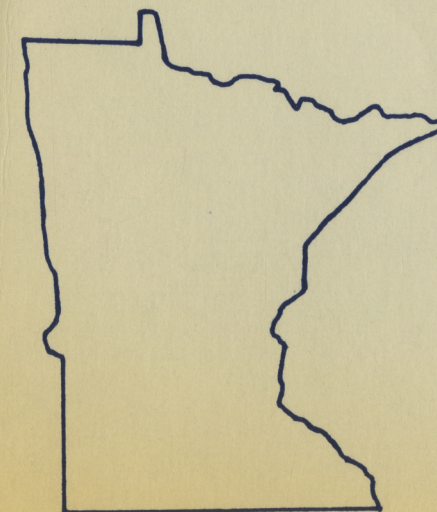
S-69

T. H. 100
T. H. 494 TO BENTON AVENUE

S. P. 2733-25

NOVEMBER, 1971

PREPARED BY
OFFICE OF SYSTEM PLANNING



**MINNESOTA
DEPARTMENT
OF HIGHWAYS**

STATE OF MINNESOTA

Office Memorandum

DEPARTMENT HIGHWAY - Statewide Plan.
Room 807 Ext. 3158TO : Paul G. Velz
Road Design Engineer

DATE: November 29, 1971

FROM : Morris Gildemeister, Chief
Statewide Planning SectionSUBJECT: T.H. 100, T.H. 494 to Benton Avenue
S.P. 2733-25
System Planning & Analysis Report S-69

The Statewide Planning Section transmits this report in response to John Berg's September 29, 1971 request for the 1985 ADT, DHV, and HCADT for the project location shown on the map on page 2.

The estimated 1985 ADT volumes are shown on the map on page 3.

For each segment numbered on the map on page 3, the following data are tabulated on pages 4-7:

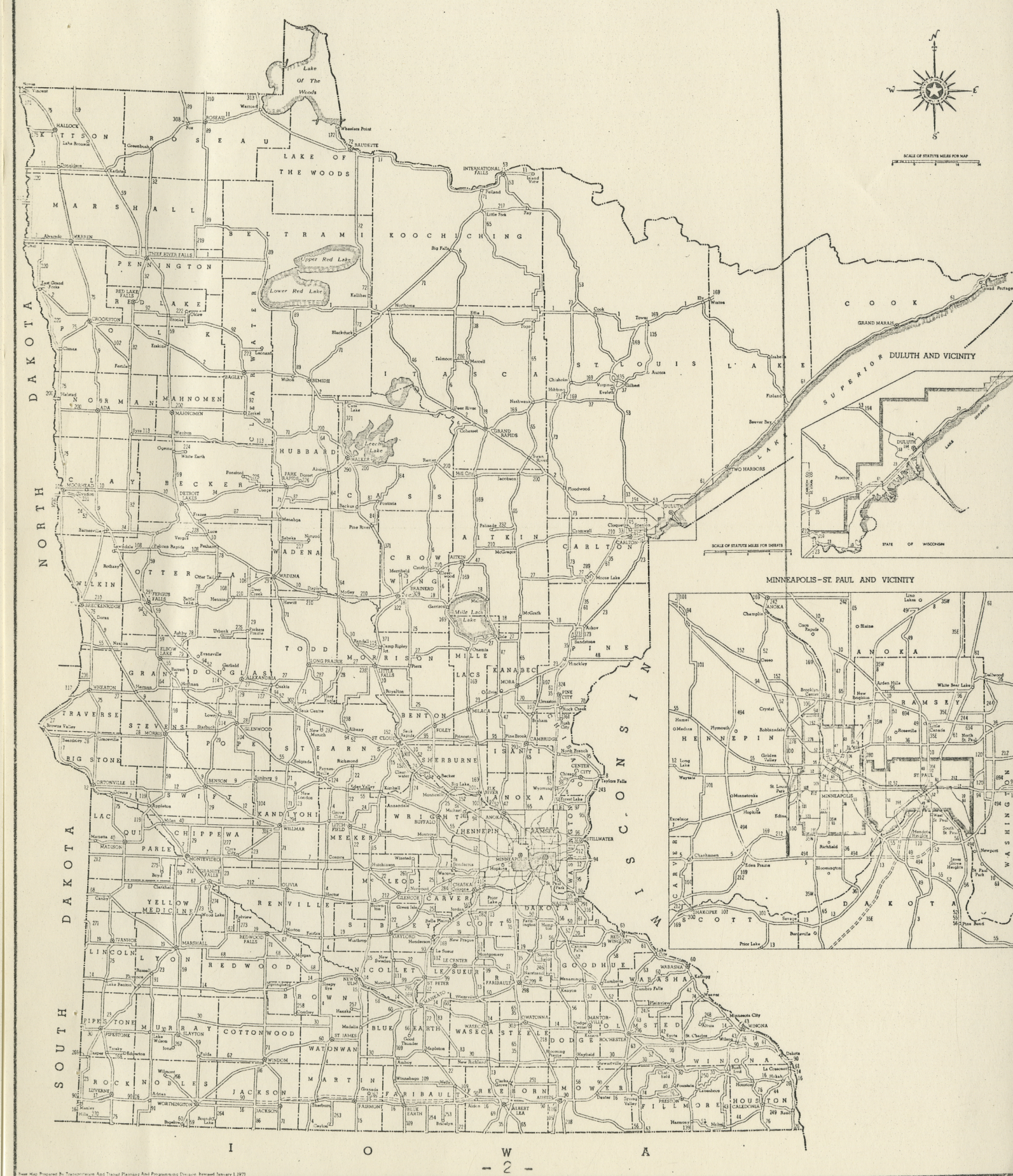
- (a) Total ADT
- (b) Vehicle Type Distribution
- (c) Total HCADT

Segment 34, with a 1985 ADT of 36300, has the highest ADT on the project section of T.H. 100. This segment has a 1970 ADT of 23200 vehicles. All traffic volumes reported are one-way ADT.

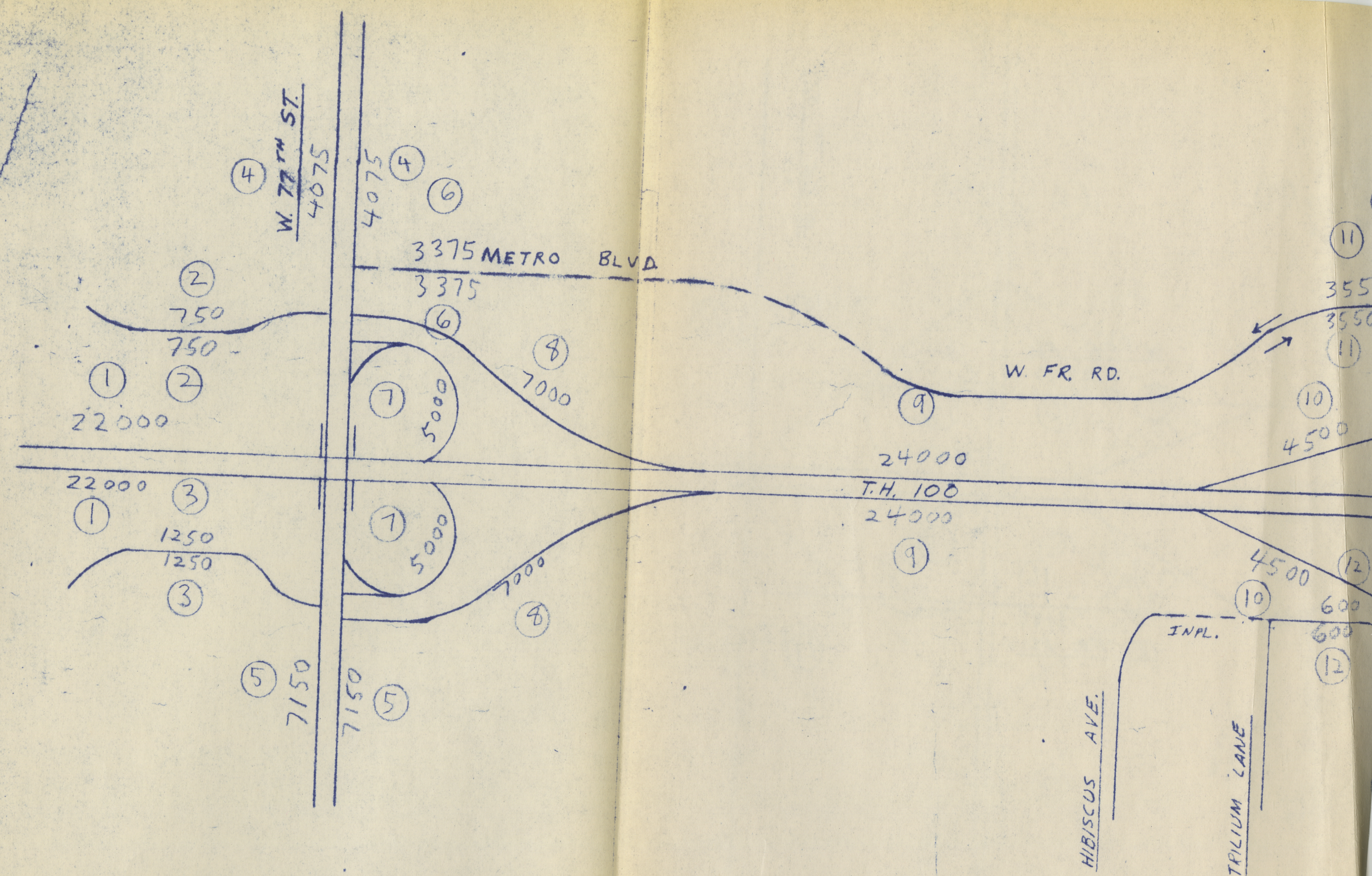
The basic data, method, and assumptions used to prepare this report, as well as the environmental year (1977) generated traffic are on page 8.

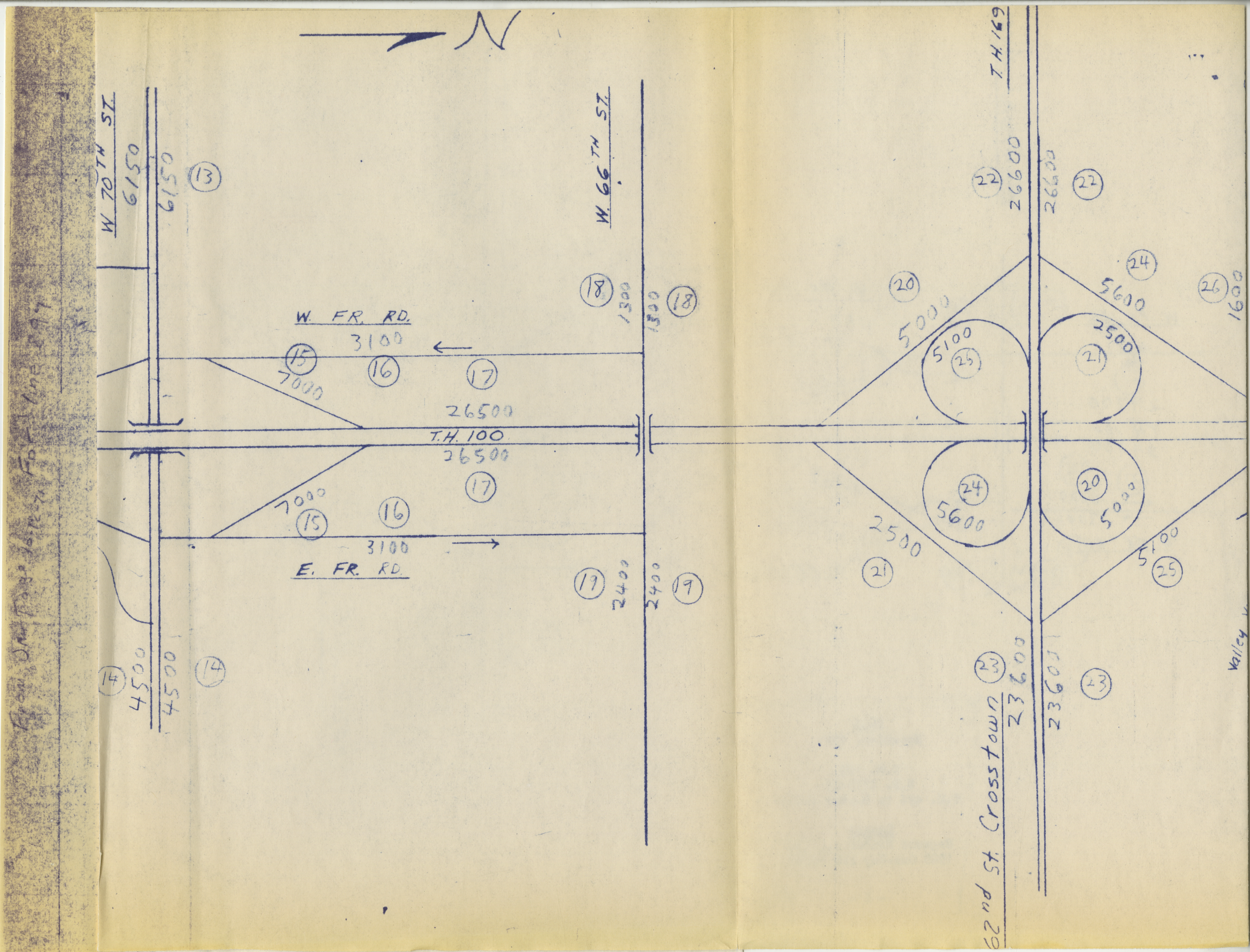
Morris Gildemeister

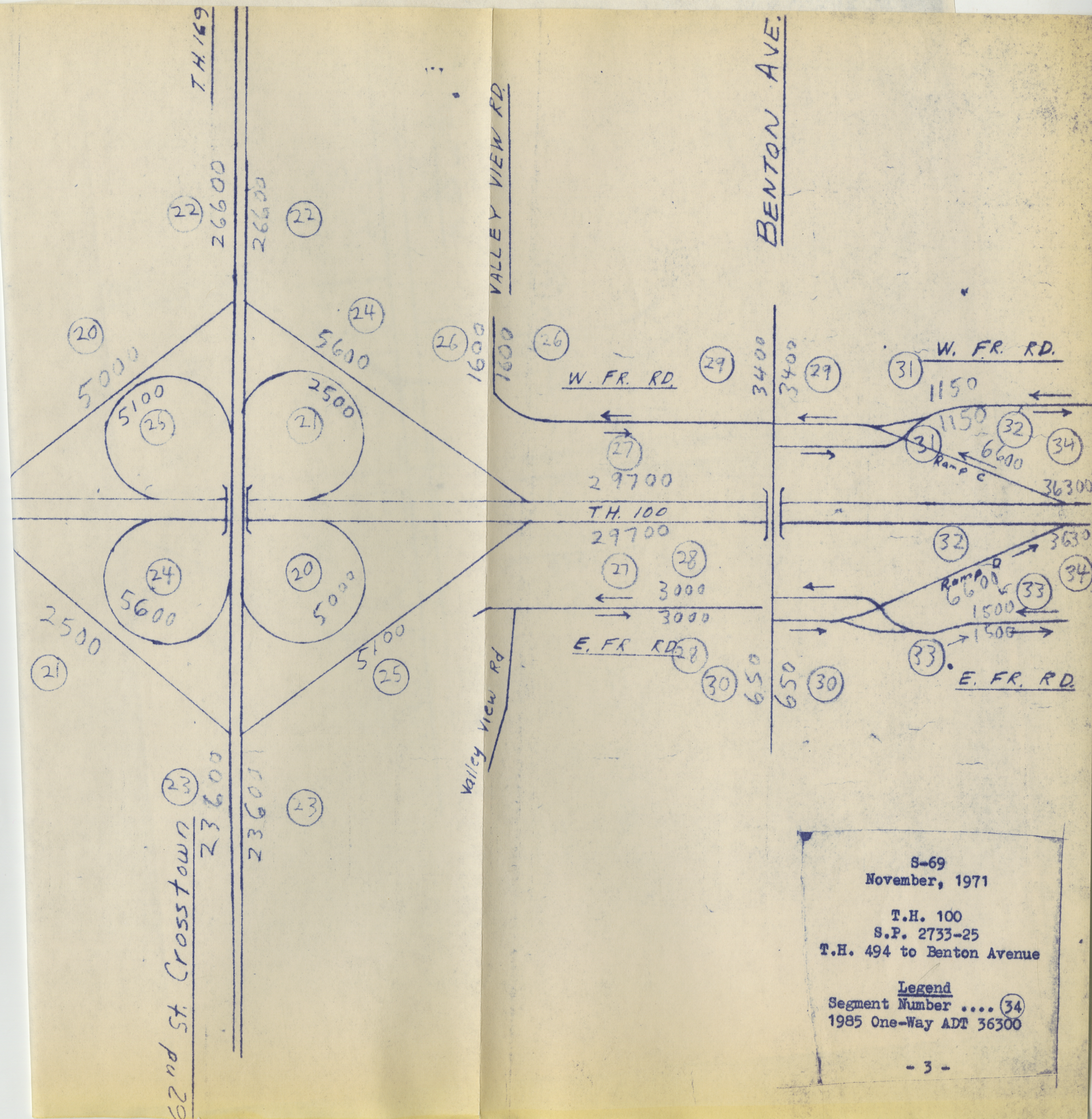
Morris Gildemeister, Chief
Statewide Planning Section

STATE OF MINNESOTA
DEPARTMENT OF HIGHWAYS
WORK MAPProject Location
S.P. 2733-25

From San Diego to San Francisco







S-69
 November, 1971

T.H. 100
 S.P. 2733-25
 T.H. 494 to Benton Avenue

Legend

Segment Number (34)
 1985 One-Way ADT 36300

TRAFFIC ESTIMATE DATA

DESIGN YEAR 1985 PART 1 OF 4

FOR

T.H. 100 S.P. 2733-25 LENGTH -- MILES
COUNTY Hennepin LOCATION T.H. 494 to Benton Avenue

BASED ON

1985 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 1 THROUGH 11 AS

DEFINED ON ATTACHED INDEX MAP

VEHICLE * TYPE	SEGMENT NUMBER										
	1	2	3	4	5	6	7	8	9	10	11
0	20880	696	1162	3833	6730	3175	4690	6627	22817	4316	3339
1	487	33	55	115	206	95	150	199	536	112	100
2	120	15	25	43	77	36	63	66	123	26	38
3	98	1	1	20	31	16	19	22	101	6	17
4	108	1	1	22	36	18	24	31	115	9	19
5	239	2	2	24	42	20	38	35	236	11	21
6	68	2	4	18	28	15	16	20	72	20	16
TOTAL ADT	22000	750	1250	4075	7150	3375	5000	7000	24000	4500	3550
TOTAL H. COMM. ADT	1120	54	88	242	420	200	310	373	1183	184	211
TOTAL DHV											
DIRECTIONAL DISTRIBUTION											

* VEHICLE TYPE CODE

- 0= PASSENGER CARS AND 4 TIRE TRUCKS
1= SINGLE UNIT-2 AXLE-6 TIRE TRUCKS
2= SINGLE UNIT-3 AXLE TRUCKS
3= TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES
- 4= TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES
5= TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES
6= BUSES AND TRUCKS WITH TRAILERS

TRAFFIC ESTIMATE DATA

DESIGN YEAR 1985 PART 2 OF 4

FOR

T.H. 100 S.P. 2733-25 LENGTH -- MILES
COUNTY Hennepin LOCATION T.H. 494 to Benton Avenue

BASED ON

1985 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 12 THROUGH 22 AS

DEFINED ON ATTACHED INDEX MAP

VEHICLE * TYPE	SEGMENT NUMBER										
	12	13	14	15	16	17	18	19	20	21	22
0	557	5752	4207	6443	2900	24944	1208	2237	4761	2352	25193
1	26	207	153	266	105	690	57	94	118	68	653
2	12	89	66	144	45	241	26	42	24	20	266
3	1	17	12	29	8	124	1	4	14	12	46
4	1	21	15	30	10	136	1	5	18	15	53
5	1	25	18	38	12	263	3	7	50	25	263
6	2	39	29	50	20	102	4	11	15	8	126
TOTAL ADT	600	6150	4500	7000	3100	26500	1300	2400	5000	2500	26600
TOTAL H. COMM. ADT	43	398	293	557	200	1556	92	163	239	148	1407
TOTAL DHV											
DIRECTIONAL DISTRIBUTION											

* VEHICLE TYPE CODE

- 0= PASSENGER CARS AND 4 TIRE TRUCKS
1= SINGLE UNIT-2 AXLE-6 TIRE TRUCKS
2= SINGLE UNIT-3 AXLE TRUCKS
3= TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES
- 4= TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES
5= TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES
6= BUSES AND TRUCKS WITH TRAILERS

TRAFFIC ESTIMATE DATA

DESIGN YEAR 1985 PART 3 OF 4

FOR

T.H. 100 S.P. 2733-25 LENGTH -- MILESCOUNTY Hennepin LOCATION T.H. 494 to Benton Avenue

BASED ON

1985 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 23 THROUGH 33 AS

DEFINED ON ATTACHED INDEX MAP

VEHICLE * TYPE	SEGMENT NUMBER										
	23	24	25	26	27	28	29	30	31	32	33
0	22308	5315	4839	1487	27985	2805	3204	604	1068	6314	1394
1	590	140	127	70	771	102	108	29	51	131	66
2	257	52	47	32	296	44	49	13	23	60	30
3	42	25	23	1	146	8	6	--	1	18	1
4	50	21	21	1	145	10	8	1	2	20	2
5	236	30	28	4	246	12	12	1	2	32	3
6	117	17	15	5	111	19	13	2	3	25	4
TOTAL ADT	23600	5600	5100	1600	29700	3000	3400	650	1150	6600	1500
TOTAL H. COMM. ADT	1292	285	261	113	1715	195	196	46	82	286	106
TOTAL DHV											
DIRECTIONAL DISTRIBUTION											

* VEHICLE TYPE CODE

0 = PASSENGER CARS AND 4 TIRE TRUCKS 4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES
 1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS 5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES
 2 = SINGLE UNIT-3 AXLE TRUCKS 6 = BUSES AND TRUCKS WITH TRAILERS
 3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES

TRAFFIC ESTIMATE DATA

DESIGN YEAR 1985 PART 4 OF 4

FOR

T.H. 100 S.P. 2733-25 LENGTH -- MILESCOUNTY Hennepin LOCATION T.H. 494 to Benton Avenue

BASED ON

1985 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 34 THROUGH -- AS

DEFINED ON ATTACHED INDEX MAP

VEHICLE * TYPE	SEGMENT NUMBER										
	34										
0	34299										
1	902										
2	356										
3	164										
4	165										
5	278										
6	136										
TOTAL ADT	36300										
TOTAL H. COMM. ADT	2001										
TOTAL DHV											
DIRECTIONAL DISTRIBUTION											

* VEHICLE TYPE CODE

0 = PASSENGER CARS AND 4 TIRE TRUCKS 4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES
 1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS 5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES
 2 = SINGLE UNIT-3 AXLE TRUCKS 6 = BUSES AND TRUCKS WITH TRAILERS
 3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES

Basic Data, Method and Assumptions

The 1985 ADT and peak hour volumes are transmitted on October 27, 1971 in SPAR M-73.

The total heavy commercial ADT are basically the same as those of System 14 heavy truck study.

Vehicle type distributions are based on vehicle classification counts taken in the vicinity of the project location.

According to Federal Highway Administration Policy and Procedure Memorandum 90-1, the traffic data required specifically for environmental statements is the "anticipated new trips generated two years after completion of the highway section". Generated traffic is defined elsewhere as "the additional traffic above that which can be accounted for by diversion from other routes in the general vicinity, and normal growth".

T.H. 100 will be completed in 1975, so the following tabulation of "anticipated new trips generated two years after completion of the highway section" is based on 1977 ADT. Generated traffic is shown below.

<u>Segment Number</u>	<u>G for 1977</u>
1	3260
9	3580
17	3840
27	4790
34	5850